

FLEET OF KAISER MEETS RUSSIANS IN GULF OF RIGA

Battle Now Raging, Official
Petrograd Dispatch
Says.

NOVO GEORGIEVSK FALLS

Strongest of Czar's Fortresses
Battered Down by
42's.

GREAT WAR STORES CAPTURED

More Victories Reported for Germans.
Next Move Probably Against Os-
owiec, Military Critics Say.

London, Aug. 21.—An official
dispatch from Petrograd says the
German fleet has penetrated the
Gulf of Riga and has been met
by Russian warships defending
the coast. A battle is now raging.

London, Aug. 20.—Novo Georgievsk, the
great Russian fortress on the Vistula
in which a garrison of 8,000 men was
left by Grand Duke Nicholas in his re-
treat from Poland, has capitulated be-
fore the battering of the German siege
guns.

More than 700 guns have fallen into the
hands of the Germans, according to an
official statement issued in Berlin, as
well as a vast quantity of war material
of all sorts. Novo Georgievsk was the
strongest and most modern of the Vis-
tula fortresses and was expected to hold
out fully as long as Przemyśl against the
Russian siege. Large quantities of sup-
plies consequently were left for the gar-
rison which numbered more than an
army corps.

Counted on Defense.
The story of Novo Georgievsk is the
same as that of Kovno, Liege, Namur,
Antwerp, and the other great fortresses
which were believed to be impregnable.
It was hammered to pieces by the heavy
siege artillery with which the Germans
surprised the world last year. It was
believed that Novo Georgievsk would
prove an exception, as its principal de-
fenses were newly constructed earth-
works which have been proved to be
more effective against the Krupp than
steel and concrete fortifications. This
probably accounts for the fact that such
large supplies were left behind.
It is expected in military circles that
the next German move will be made
against Osowiec, which already is being
bomarded intermittently. Grodno and
Brest-Litovsk. The outer positions of the
latter fortress already have been reported
pierced by Von Mackensen's troops,
and it is believed that the grand duke
will find his second line of defenses un-
tenable.

Cost of Victory Heavy.
Following the fall of Kovno, Von
Hindenburg is engaged in a vigorous
offensive on the entire front from Ko-
vno to Riga in an effort to capture the
latter city and seize control of the
Warsaw-Petrograd railway from Vilna
north. Intense land and sea operations
are being developed against Riga,
which already has been evacuated by
the greater part of the civilian popu-
lation. A part of the Russian fleet
has been bottled up in the Gulf of Riga.

Berlin reports some progress in this
region, but it is evident the Russians
are making a stubborn defense and
that whatever gains Hindenburg has
made have cost heavily in men.

Dispatches from Berlin state that
Emperor William is on his way to
Novo Georgievsk to personally con-
gratulate Gen. von Beseler, whose
troops conducted the final assault. It
is probable the Emperor will continue
to Warsaw and that upon his entry
into the Polish capital will proclaim
Poland a federated German state.

Continued German successes in the in-
vestment of Brest-Litovsk are claimed by
Berlin. It is stated that Mackensen's
troops have pressed the Russians behind
their fortifications at Koterakauva and
have gained ground south of the Bug.
It is believed the grand duke will give
up his supposed plan to form a new line
with Brest-Litovsk as a pivot, although
he may accept a pitched battle here owing
to the present delicate situation in
the Balkans, which are believed to be on
the point of joining the allies and which
undoubtedly would be strongly influenced
by a new Russian resistance.

TO LEARN PLANTS' CAPACITY.

Inquiry Started to Ascertain How
Navy Could Be Supplied in War.

Secretary Daniels has instituted in-
quiries to determine the capacity of fac-
tories in the United States to turn out
munitions for naval needs should war en-
sue at any time in the future. A like in-
quiry is now being made for the army
by direction of Secretary of War Garri-
son.

Secretary Daniels explained that the in-
formation sought would be incorporated
in the naval report on preparedness soon
to be submitted to President Wilson.

Fate of Lapland Unknown; Reported U-Boat's Victim

No Answer to Queries as to Safety of Red Star Liner—Thir-
teen Americans on Board—Heavy Cargo
of War Materials.

New York, Aug. 20.—Reports from Lon-
don, Liverpool and Queenstown that the
liner Lapland, now in the war zone, had
fallen victim to a torpedo from a German
submarine, caused great anxiety at the
office of the steamship company here to-
day and strenuous efforts were made to
obtain exact information as to her safety
or destruction. She was due to arrive at
Liverpool late today or early tomorrow
morning.

The Lapland sailed from this port Aug-
ust 12 for Liverpool with 318 passengers,
including 13 Americans, and a capacity
cargo of war munitions and other sup-
plies. It is conceded by her owners that
if she has not been destroyed, good luck
alone has saved her, in the light of late
news regarding the activity of the Ger-
mans in British waters.

Ray of Hope in Dispatch.
There was a ray of hope for her safety
to be found in a dispatch from Queens-
town that she may have been confused
with the Bristol liner New York City,
which fell prey to a submarine Thursday.
The New York City's crew of thirty-

three and her captain were landed at
Queenstown today.

The New York City, like the Lapland
was a British liner which left here July
25 with a cargo for Bristol which she
landed safely August 18 and then started
on her return trip in ballast. Her agents
yesterday received confirmation of her
sinking.

The Lapland is a Red Star liner under
charter to the White Star Line. Her sail-
ing from here was delayed by the neces-
sity of lashing several cases of motor
trucks to her main deck. When she
steamed down the Hudson it was re-
marked that she was loaded heavily and
lay low in the water.

There was a rigid inspection of mer-
chandise and baggage taken aboard her,
private detectives aiding government of-
ficials in the examination of baggage.
The Lapland is of about 10,000 tons in
command of Capt. J. Bradshaw. There
were twenty-eight passengers in her first
cabin including one American, 116 in the
second, including five Americans, and
175 in the third cabin, including seven
Americans.

SUBS SINK SEVEN BRITISH VESSELS

Two Neutral Ships Are in
Heavy Day's
Toll.

ALL CREWS ARE SAVED

German Admiralty Redoubles Efforts
to Shut Off Supplies from
England.

Liverpool, Aug. 20.—The White
Star liner Bontic, which was reported
sunk by a submarine, is safe
here.

London, Aug. 20.—Germany's apparent
determination to break the British
blockade of the sea was evidenced to-
day by the sinking of seven British
steamships of a total tonnage of 20,000
tons.

A report issued by the admiralty dur-
ing the day stated that in the week end-
ing August 18 two British merchantmen
had been mined and sunk while eleven
steamships had been submarined and
sunk. The total tonnage of the thirteen
vessels was 22,000 tons. In addition ten
trawlers were sunk.

It will thus be seen today's sinkings
total in tonnage almost as much as for
the entire week ending with last Wed-
nesday. Coming on top of the sinking
of the Arabic, today's great activity is
taken to indicate that renewed desperate
efforts are to be made to shut off Eng-
land from supplies of food and munitions.

Two Neutral Sunk.
Two neutral steamships were also sub-
marined and sunk during the day. One
was the Spanish steamer Pena Castillo
of Santander and the other the Nor-
wegian steamer Sverresborg of Bergen.

The Pena Castillo was of 1,718 tons and
her crew was saved. The fate of the crew
of the Sverresborg, a vessel of
1,114, is unknown.

The British ships reported sunk during
the day follow:
Bittern, 1,375 tons, of Cork. Crew
saved.
Samara, 3,172 tons, of Glasgow. Crew
saved.

Gladiator, 3,573 tons, of Liverpool. Crew
of thirty-six saved.
Ben Vrackie, 2,908 tons, of Glasgow.
Crew saved.

New York City, 2,909 tons, of Bristol.
Crew saved.
Baron Erskine, 3,505 tons, of Glasgow.
Crew saved.

Rostermel, 1,349 tons, of Cardiff. Crew
saved.

The Leyland liner Nicosian, of Liver-
pool, was attacked and damaged by a
submarine, but managed to escape and
reached port safely.

ATTEMPT TO KILL VILLA.

Train Bearing Mexican Leader Is
Rammed.

El Paso, Tex., Aug. 20.—An attempt
was made to assassinate Gen. Villa by
ramming his special train with another
train Monday. The attempt failed
because Villa was not riding in the rear
coach in which he generally rides. The
attempted assassination was made at
Horacitan, between Tofron and Jimenez.
A freight train crashed into the special.
The engineer and the fireman of the
freight were executed immediately. The
engineer is said to have confessed before
he was shot.

German Fleet Bound for Open Sea.

Copenhagen, Aug. 20.—Several German
cruisers of the newest type were sighted
steaming northward near Saltholm Island
today, apparently going into the North
Sea.

OCULIST DISPELS WILSON'S WORRY

In Midst of Excitement, Presi-
dent Takes an Auto Spin
to Philadelphia.

HAS GLASSES ADJUSTED

Chief Executive Follows Same Course
He Pursued After Lusitania
Was Sunk.

Yesterday while all the country waited
for the news regarding the sinking of the
Arabic, which was to determine whether
the United States can honorably main-
tain friendly relations with Germany,
President Wilson went on an automobile
trip to Philadelphia to have his eyes
glases adjusted.

The President made the trip to see his
oculist, apparently in as little excitement
as if the day had been free from respon-
sibility. Leaving the physician's resi-
dence in Philadelphia, he strolled to the
Bellevue-Stratford Hotel for luncheon,
and then came back to Washington on a
Pennsylvania Railroad compartment car.
To officials here, impressed with the
gravity of the situation growing out of
the Arabic disaster, the President's man-
ner of spending the day seemed specu-
lar to a high degree. It was regarded
as climactic, in extraordinary fashion,
the series of little incidents in the Presi-
dent's life which have developed with
different stages of the country's critical
difficulties with Germany.

Wilson Seeks Seclusion.

It was recalled that the day after the
sinking of the Lusitania Mr. Wilson iso-
lated himself completely in the White
House until nightfall, when he went for
a stroll about unfrequented streets of
Washington.

It is believed that the President, con-
vinced that no complete official infor-
mation regarding the Arabic disaster was
received by the State Department yester-
day, decided that he might as well get
the task of having his glasses ad-
justed over with. It is thought also that
he believed his manner of spending the
day might have a calming effect upon
the public mind.

The President breakfasted half an hour
before his accustomed time, and was
seated in his automobile at 7:30 o'clock.
His only companions were Dr. Cary T.
Grayson, the White House physician, and
Joseph Murphy, chief of the Presidential
Secret Service bodyguard. The other
members of the Secret Service guard
followed the President in a second auto-
mobile.

Greeted by "Movie" Men.

The trip to Philadelphia was made
partly over the route of the new Lincoln
highway. The party reached Philadel-
phia at 1:15 o'clock.

News of the President's destination had
preceded him at Philadelphia, and he
found a number of newspaper men, pho-
tographers and moving picture operators
lined up to receive him at the residence
of his oculist. He was quickly recog-
nized as he alighted from the White
House automobile, and greeted some
members of the crowd as he passed by.
The visit to the oculist occupied about
half an hour. He left for the Belle-
vue-Stratford at 2 o'clock, when he had
a leisurely luncheon and looked over
the afternoon papers.

Leaving the hotel, the President
walked to the Broad street station in
time to get aboard the Pennsylvania train
scheduled to leave at 2:30. A compart-
ment had been reserved for him on the
regular Pullman car. It being the first
time since his inauguration that the
President has traveled in anything but
a private car.

The train bearing the President
reached Washington at 6:15.

Baltimore and Ohio to Baltimore.
8:15 Round Trip Every Saturday and
Sunday, good returning until 9 a. m.
Monday.—Adv.

FEAR GERMANY WILL GOAD U. S. TO DRASTIC ACT

Officials Believe Arabic Out-
rage Is Berlin's First Re-
ply to Warning.

BREAK SEEMS INEVITABLE

Severance of Diplomatic Re-
lations Step Uppermost in
Minds of the Authorities.

LITTLE GROUND FOR HOPE

Germany's Repudiation of Submarine
Crime Only Possibility of Avoid-
ing Rupture.

With every indication that several
American lives have been sacrificed by
the torpedoing of the White Star liner
Arabic without warning, Washington of-
ficials are viewing very gravely the sit-
uation confronting this government.

If the unbroken accounts of the sink-
ing of the Arabic are accurate there
would seem to be only one possibility of
avoiding a diplomatic break with Ger-
many. That possibility would consist in
a disavowal by Germany of the act of
the submarine commander and a volun-
tary offer of reparation.

The record of Germany in her sub-
marine campaign gives little ground for
hope that she will pursue such a course.
Indeed, the conviction has been forced
upon official Washington that Germany
has decided to continue her submarine
operations in her own way regardless
of the President's solemn warning that fur-
ther violations of American rights would
be regarded as deliberately unfriendly
acts.

Convoys by British Boats?

One other suggestion has been ad-
vanced. In newspaper accounts of the
torpedoing of the White Star liner it
was said that she had been convoyed
from Liverpool down the Mersey by
British torpedo boats, which followed in
the Irish Sea and St. Georges Chan-
nel. The convoy had turned back only
a short time before the German torpedo
had been launched against the Arabic.

The State Department was interested
in these reports at first, because it was
acknowledged that if the Arabic was un-
der the protection of British war vessels
she had surrendered all rights as an in-
nocent merchantman and was subject to
attack. If the British vessels had
turned back, but were within sight and
range of the Arabic at the time of the
torpedo attack there would be strong
grounds for Germany raising the point
that she was justified under the rules of
international law.

Notwithstanding the efforts which
the State Department had made to ob-
tain all the facts in connection with
the sinking of the liner, it "acknowl-
edged" that no information had been
received tending to confirm this im-
portant point. State Department of-
ficials frankly acknowledged that they
did not put very much confidence in
any relief of this character. White
Star Line officials in this country
denied that the Arabic had been es-
corted by British war vessels.

Loss of Life Irrelevant.

Washington officials have, of course,
realized from the first that the question
of the loss of American life in no way
affected the principles involved in this
latest outrage by the German govern-
ment. They have pointed out that the
jeopardizing of American life in violation
of the principles of international law and
in disregard of President Wilson's warn-
ing was the real offense that must be
dealt with by this government. Yet, re-
alizing this, they had felt that the sit-
uation might be less serious if no Ameri-
can lives had been lost.

CONTINUED ON PAGE TWO.

STATE DEPARTMENT'S REPORTS PUT MISSING AMERICANS AT EIGHT

Mrs. Bruguiere Gave Her Life
In Effort to Save Servant

Son Tells How He and Mother Were Carried Down in Vor-
tex as Arabic Sank—Terrified French Maid
Lost with Mistress.

Queenstown, Aug. 20.—The terror of
a French maid cost the life of Mrs.
Josephine Bruguiere, the rich Ameri-
can woman who perished when the
Arabic was sunk. The maid also lost
her life.

Louis Bruguiere, son of the lost
woman, told today of their final hours
on the liner, when the ship was swift-
ly sinking from the fatal wound in-
flicted by a German submarine.

"Mother was in her cabin dressing
when the ship was struck," said Mr.
Bruguiere. "I rushed at once into her
cabin and assisted her to buckle on a
life belt."

"Mother's French maid lost complete
control of herself and in her hysteria
frustrated my mother in putting a life
belt on. Mother stood bravely by re-
fusing to leave until she was assured
the maid was fitted with a life
preserver. The time thus lost was
fatal to both. By the time we reached
the deck the stem of the ship had begun
to sink.

"Two of mother's pet bull dogs had
followed us upon the deck. It is strange
the things a man will do in such an
hour of stress. Without thinking I picked
up both dogs and threw them overboard.
Fortunately both of them landed upon a
life raft.

Captain of Arabic Went Down With Ship; Tells of Submarine Attack

Queenstown, Aug. 20.—Capt. William
Finch, of the Arabic, today told a thrill-
ing story of its sinking.

"I was on the bridge when I saw the
torpedo coming about 300 feet away," he
said. "I did not see the torpedo hit the
ship. A terrific explosion followed. One
of the liner's boats was hoisted into the
air. Spouts of water went to great
heights about us.

"When the Arabic was struck the ex-
plosion blew the wireless house off the
deck. The operator, who had started 'S.
O. S.' the instant the torpedo was sighted,
was unable to finish the call. Only
three letters had been flashed when the
explosion occurred. It was an ear-
lier wireless message regarding the Dun-
sley that brought two cruisers to the spot.

West Down with Ship.
"The lifeboats, which had been swung
out when we reached the danger zone,
were quickly lowered. Life belts previ-
ously had been distributed. Three of the
boats, I was told later, capsized, but I
did not see this.

"I went down with the ship and
came up among the wreckage. I was
hit by several floating pieces but
managed to get hold of a raft and
helped two men get on it, although I
could not board it myself. Later I
helped a woman with a baby to
board it.

Called for Aid.
"It was just sheer luck that all the
lifeboats with their passengers were
not compelled to make a journey of
50 miles unaided to land. It was
five minutes before the Arabic was
struck that I saw the Dunstable
crippled by a torpedo and or-
dered the wireless operator to send
a call for help, giving the Dunstable's
position.

"I cannot speak too highly of the
conduct of the crew and the engi-
neer and his staff. They were heroes
every one and all deserve Victoria
Crosses.

"I was told that forty-eight persons
were drowned. I just learned that
my nephew, Frank Willers, an ap-
prentice on the Dunstable, was landed
here with other members of the Dun-
stable's crew. Two of the Dunstable's
crew are said to be lost.

BATTLE WITH KNIVES IN CELL.
On Death of Cefimate Jailbird Is
Thrown in Dungeon.

Trenton, N. J., Aug. 20.—In a desperate
battle with knives in a narrow cell in the
New Jersey State prison today, John
Deaustina was killed by Joseph Fer-
ber.

Both men were cellmates and were il-
l-fitting for the two.

The assailant is confined in the prison
dungeon and will be arraigned for mur-
der.

Former Secretary Dickinson Among
Those Who Want to Join U. S.
Military Instruction Camp.

Pittsburg, N. Y., Aug. 20.—The sinking
of the Arabic by a German submarine
has stimulated interest in the work being
done at the United States military in-
struction camp.

Jacob M. Dickinson, former Secretary
of War, telegraphed to Maj. Gen. Leon-
ard Wood today expressing his desire to
be enrolled as a private if another camp
is established at the close of the present
one next month. Many other such tele-
grams have been received.

Infantry rookies at camp are busy
shining up their arms and other equip-
ment preparatory to the visit of Sec-
retary of War Garrison.

Mr. Garrison will probably arrive Sat-
urday night or Sunday.

White Star Line Officials Insist Only Two Lives Are Unaccounted for—Inquiry Meets Many Difficulties. Discrepancies in Names.

QUESTION OF CONVOY KEYNOTE IN CRISIS

New York, Aug. 20.—Although the State Department has received con-
sular advices that eight Americans are still unaccounted for among the Arabic's
passengers, the White Star Line officials here reported tonight that only two
Americans were among the missing.

These were Mr. Joseph Bruguiere and Edmond F. Wood.
The White Star Line's latest advices from Liverpool placed James Oulihan
and Thomas Elmore in the list of survivors.

Since the first report of the sinking of the Arabic, White Star officials
have made every effort to secure by cable an accurate list of passengers and
survivors. By careful checking they had reduced the number of missing to
fourteen at a late hour last night. When informed later of the message re-
ceived by the State Department the company immediately started to revise its
list, although there was nothing at hand at that hour to indicate how errors
had made a difference of six in the list of Americans unaccounted for.

White Star lists cabled tonight contained the names of Mr. and Mrs.
"Fred Burgess" as among the survivors. Officials were unable to explain the
error if, according to consular reports, they are missing.

DISCREPANCIES IN NAMES.

There were many persons on the
Arabic whose names did not appear on
the list of passengers. There were
also discrepancies in names. The com-
pany's message from Liverpool tonight
mentioned five survivors who had sail-
ed at the last moment and whose
names were not on the list cabled here
Thursday night.

When the White Star offices closed
late last night it was announced the
list then stood at fourteen missing,
two of whom were Americans.

The list follows:
Mrs. Josephine L. Bruguiere,
Miss Mary English,
Patrick Fitzgerald.

Mr. John H. Neave,
Mr. and Mrs. W. G. Randall,
Mrs. Frank Tatterall,
Edmund F. Woods,
Miss Mary Harrington,
Mrs. L. Hermann,
Thomas McMichael,
Miss Mary Raddington,
Cornelius Sullivan,
Florence Thomas.

A message from the company's
Liverpool office stated there was some
uncertainty concerning the safety of
Miss Irene Tatterall. Her name was
not on the sailing list, and it was not
definitely known if she was among
the passengers.

U. S. Action Hangs on Question of
Whether Arabic Had British Convoy

Secretary of State Lansing has sent
instructions to the American vice con-
sul at Queenstown to make a complete
investigation of the torpedoing of the
Arabic and to take statements of sur-
vivors under oath.

The question whether the Arabic
was convoyed by the British govern-
ment is apparently the keynote to the
new crisis between the United States
and Germany.

Unless the liner was actually con-
voyed and the convoy ships were in
striking distance, it is the attitude
of the State Department that Ger-
many had no justification whatever for
attacking the Arabic without giving
warning and sufficient time for all
on board to get away in the lifeboats.

Even if the Arabic had been convoyed,
giving her the status of a suspected
ship, the American administration is
not prepared to accept this as justifying
the attack. Only the physical
presence of convoys at the scene of
the attack, the administration will
hold, can be regarded as justification.

TELLS HOW SUBMARINE STRUCK.

The administration is willing to con-
cede that a merchantman surrenders her
rights as such when accompanied by
warship convoys.

Official reports that survivors remained
in the water four and a half hours have
practically convinced officials the Arabic
was without convoy.

This is borne out in a cable from Vice
Consul Thompson, at Queenstown, re-
porting that sixteen survivors out of
twenty-one Americans aboard had been
located. An affidavit from a passenger
asserting that the Arabic was torpedoed
without warning was also cabled. The
dispatch follows:

NO PANIC AS ARABIC SANK.

"It struck on starboard side astern
about three feet below water line. Im-
mediately ship had struck captain or-
dered all passengers on deck. Boats
were all swung out day before and
equipped and provisioned in best man-
ner, also all ropes and gear seem to
have been in perfect order.

"No panic, crew and passengers all
orderly, and work of getting boats out
and life belts was a matter of only short
time. Boats were in water about four
and one-half hours before rescue ships
came in answer to wireless signal sent
out at the time of the torpedo attack."
The administration will withhold judg-
ment.

GERMANS VOTE WAR LOAN.

Reichstag Favors New Credit of
\$2,500,000,000.

Berlin, Aug. 20.—The German Reich-
stag tonight voted the third war credit
of ten billion marks (\$2,500,000,000).
During the discussion Dr. Helfferich,
secretary of the imperial treasury said:
"Until now \$2,500,000,000 have been
voted, and our estimates of the war's
needs still are exceeded by the real
war expenditures."

Accidentally Shoots Self.
While unloading a .22-caliber revolver
in his room at 304 M street northwest
yesterday afternoon, Lawrence Pomeroy, 37
years old, accidentally shot himself in
the left leg below the knee. Dr. H. T.
Lemon, of 909 M street northwest, was
called and gave aid.

Page Confers with Grey.
London, Aug. 20.—United States Ambas-
sador Page conferred with Foreign Sec-
retary Grey this afternoon.